

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Matson Line Warehouse

Other names/site number: Matson's Iwilei Industrial base yard, Six Quonset Huts

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: 1001 Dillingham Boulevard TMK (1) 1-5-015: 008

City or town: Honolulu State: HI County: Honolulu

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide \_\_\_ local

Applicable National Register Criteria:

\_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D

<p>_____</p> <p><b>Signature of certifying official/Title:</b></p> <p>_____</p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	<p>_____</p> <p><b>Date</b></p>
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<p>In my opinion, the property meets does not meet the National Register criteria.</p>	
<p>_____</p> <p><b>Signature of commenting official:</b></p> <p>_____</p> <p><b>Title :</b></p> <p><b>or Tribal Government</b></p>	<p>_____</p> <p><b>Date</b></p> <p>_____</p> <p><b>State or Federal agency/bureau</b></p>

Matson Line Warehouse Quonset Huts  
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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register  
 determined eligible for the National Register  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>6</u>	<u>          </u>	buildings
<u>          </u>	<u>          </u>	sites
<u>          </u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>6</u>	<u>          </u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Commerce/Warehouse

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

Commerce/Specialty store

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

OTHER/ Quonset hut

\_\_\_\_\_  
\_\_\_\_\_

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: Concrete

Walls: Steel

Roof: Steel

### **Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### **Summary**

The grouping of six Matson Line Warehouse Quonset huts is located on Dillingham Boulevard in the Iwilei/Kapalama area of Honolulu, in the block bounded by Kokea and Alakawa Streets. It is situated among other industrial and commercial uses including Honolulu Community College, offices, warehouses, stores, and small food establishments. The six Quonset huts are positioned in a compact row, with their long axes parallel to each other and oriented parallel to Dillingham Boulevard. Each hut measures 40' x 100' and their entrances are located at the southeast end. The Matson Line Warehouse grouping retains sufficient integrity to allow National Register listing. Although several of the Quonset huts were re-located to this site, the move occurred prior to the period of significance, so the relocation does not affect integrity of location.<sup>1</sup> Integrity of setting is partially retained, although the surrounding urban environment is now more densely built-up than when the Quonsets were erected. The intact metal shells retain integrity of materials, design, and workmanship. Their recognizable, arched, half-barreled form and massing is intact, although some huts have been altered with added doors or ventilation features on the roofs. Integrity of feeling and association are also retained.

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### **Narrative Description**

The following description is based on exterior characteristics only. Access to the property was not granted and the buildings were not entered.

This property consists of a compact row of six Quonset huts, arranged side-by-side. They are identified for the purposes of this report as A, B, C, D, E, and F, (north to south) with hut A located closest to Dillingham Boulevard. The remaining five Quonsets (B-F) are in parallel lines to the south, with their long sides nearly touching the adjacent Quonset.

The Quonset huts are covered with painted corrugated metal siding. On the southeast ends of the buildings, the corrugated siding is oriented vertically. The long sides of the Quonsets have the corrugated siding oriented horizontally (longitudinally). The Quonset huts all have large-scale doorways on their southeast ends.

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<sup>1</sup> Mason Architects, Inc., Honolulu High Capacity Transit Corridor Project, Surveyed Property Considered Eligible for National Register, Six Quonset Huts. July, 2008.

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On the roofs of the Quonsets, the siding is oriented transversely, and the panels are curved to follow the semi-circular profile of the Quonset ribs. The northern-most Quonset (A) is set back approximately sixty feet from Dillingham Boulevard, with a parking area separating it from the street. A vehicle driveway extends south from the front parking area along the southeast ends of the Quonsets. The driveway leads to an approximate 30' wide parking area located south of the southernmost Quonset (F).

The northernmost Quonset (A) in the row has an added vehicular parking stall on its north long side, facing Dillingham Boulevard and enclosed by a metal gate. The south Quonset (F) appears to have a large-scale doorway on its south long side. The second Quonset hut from the north (B) has three added ventilation stacks in the roof, each approximately 18" in diameter and about three feet high. The fourth Quonset from the north side (D) has two roof monitors approximately 12' wide that consist of curved sections of transversely oriented corrugated metal raised about 1'-6" off the roof. One monitor is about 35 feet long and the other is about 20 feet long. Quonset (D) also has an added ventilation stack on the roof. The fifth Quonset from the north (E) has two ventilation stacks and a single roof monitor, typically constructed of curved, transversely oriented corrugated metal. This monitor is about 50 feet long.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

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**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

**Areas of Significance**

(Enter categories from instructions.)

Commerce  
Architecture

\_\_\_\_\_

**Period of Significance**

1943-1954

**Significant Dates**

1954

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

\_\_\_\_\_

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**Statement of Significance Summary** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Matson Line Warehouse Quonset huts are significant under Criteria A and C as a rare, extant grouping of distinctive military Quonset huts, and for their re-use in the civilian community after the war. Their period of significance is 1943-1954. At the local level under Criterion A, they are an example of the post-war practice of adapting World War II era military Quonset huts for contemporary civilian use. (The period of significance for this criteria is 1954, the year the huts were erected on, and moved to, the site.<sup>2</sup>) The property is also significant at the local level under Criterion C as a rare, extant grouping of architecturally distinctive military Quonset huts. (The period of significance for this criterion is 1943-1945, the period during World War II when several of the original Quonsets would have been manufactured, shipped to Oahu, erected, and first used.<sup>3</sup>)

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### **Criterion A**

Matson Line Warehouse Quonset Huts are eligible under Criterion A as an example of the post-war civilian practice of adapting World War II era Quonset huts for contemporary use. In Hawaii, it is estimated that about 1,600 Quonset huts were in use by the military during World War II. When the war ended, military bases downsized both personnel and infrastructure. This process included selling surplus structures and equipment. In the post-war period, a housing shortage resulted in a scarcity of building materials, and military surplus Quonset huts supplemented local construction and development at this time. Purchased on Oahu by civilian business owners, industries, and local governments for as little as \$350 each, used Quonset huts were adapted to provide much needed housing, as well as facilities for schools, industrial buildings, and warehousing.<sup>4</sup> In the case of the Matson Line Warehouse, the Quonset huts were put to use as warehouse structures by the Matson Navigation Company, the primary carrier of freight between Hawaii and the Pacific Coast of the U.S. mainland, and major shaper and promoter of the development of tourism in Hawaii.

### Matson Navigation Company

The Matson Navigation Company was founded by Sea Captain William Matson (1849-1917) in 1882. The business was originally concerned with shipping general merchandise, which included sugar and pineapple, but services soon expanded to include passenger-freight service under Matson's guidance. By the time of his death in 1917, Matson's fleet included fourteen of

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<sup>2</sup> Under Criterion A, the Quonset huts do not need to meet Criteria Consideration B: Moved Properties, because it is known that at least three were moved before the period of significance began.

<sup>3</sup> Per page 29 of the National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*, the Quonset huts meet Criteria Consideration B: Moved Properties, because of their Criterion C eligibility for architectural value.

<sup>4</sup> "Small Quonset, good condition," *Honolulu Advertiser*. April 29, 1952. P. 17.

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the largest, fastest, and most modern ships in the Pacific passenger-freight class.<sup>5</sup> His fleet introduced Hawaii to the world as a tourism destination: Matson, "perhaps more than any other ... was most responsible for starting Hawaii's modern tourism industry in the early 1900s."<sup>6</sup> The company expanded services in the 1920s and 1930s to include luxury liners known as the "White Ships" and two hotels, the Royal Hawaiian and the Moana Hotel.

The Matson Navigation Company purchased the 1001 Dillingham Boulevard lot from the Hawaiian Land Co. Ltd. for \$300,000 in September of 1953.<sup>7</sup> The site was planned as a new base yard to provide warehouse space for the Hotels Department of the Matson Navigation Company, and "for the 18 vessels in Matson's freighter fleet and the *Lurline*,"<sup>8</sup> to house "carpentry, upholstery, paint, electrical, plumbing, and mechanical shops and centralized stores."<sup>9</sup> The Nordic Construction Co. Ltd. of Honolulu was responsible for constructing the new base yard. The site replaced Matson's existing base yard in Waikiki, which was being cleared to provide landscaping and parking for Matson's new Princess Kaiulani Hotel.<sup>10</sup> At the time, Matson Navigation Company had offices at the Royal Hawaiian Hotel. (Their Oahu headquarters would move into a new building constructed by the Territorial Board of Harbor Commissioners in 1952 at Pier 11, 79 South Nimitz Highway, where Matson would remain until the early 1970s.)

By 1954, all six Quonset huts were erected on site. Three of them (it is not known which) previously functioned as "Matson shops" at Matson's former base yard in Waikiki and were moved to Dillingham Boulevard when the Waikiki property was being redeveloped.<sup>11</sup> At least two of the Quonset huts were newly erected on site, although it is not known which ones.<sup>12</sup> No specific information was found about the origin of the sixth hut.

At the time of the Quonset hut construction in the mid-1950s, the area was less developed, but its industrial character was already formed. Large portions of the region were part of the Bishop Estate's holdings, including the tract directly to the west.

The Kapalama area had been condemned in the early 1920s as 'unsanitary' by the Territorial Board of Health. It was eventually filled using spoils from Honolulu Harbor dredging projects, including the slips between Piers 16 and 17, and the Kapalama Basin. The Kapalama Bridge was built in 1930, spanning Niuhelewai Stream and wetlands. The Kapalama Canal was completed in 1939, channeling the waters from Niuhelewai Stream and Kapalama Stream into Honolulu Harbor. With proper drainage finally assured, the long-planned Kapalama Industrial area that had been envisioned in the 1920s was to become a reality.<sup>13</sup>

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<sup>5</sup> Sigall, Bob, *The Companies We Keep, Amazing Stories about 450 of Hawaii's Best Known Companies* (Honolulu, HI: Small Business Hawaii) 2004. p. 222.

<sup>6</sup> Ibid. p. 220.

<sup>7</sup> "Construction of Matson Hotels Base Yard Begins," *Honolulu Advertiser*, February 17, 1954. P. 18.

<sup>8</sup> Ibid.,

<sup>9</sup> "New Matson Base Yard Being Built," *Honolulu Star-Bulletin*, February 17, 1954. P. 37.

<sup>10</sup> "Major Waikiki Development," *Honolulu Star-Bulletin*, October 19, 1953. P. 18.

<sup>11</sup> Ibid.

<sup>12</sup> "Construction of Matson Hotels Base Yard Begins," *Honolulu Advertiser*, February 17, 1954. P. 18.

<sup>13</sup> Yoklavich, Ann. Dillingham Residences Historic American Buildings Survey No. HI-558. 2014.

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Transportation corridors through the Iwilei and Kapalama areas had been established by the time the Quonset huts were erected on site. The initial segment of Dillingham Boulevard (referred to as the new West Queen Street Extension in the planning stages) had been completed in 1930, and later extended in 1931 west of Puuhale Road to Pearl Harbor. The Oahu Railway & Land Co. (OR&L) main line historically ran makai of Dillingham Boulevard, but once World War II was over, vehicular transportation overtook rail travel, and the rail lines stopped serving passengers in 1947, and were eventually removed. By 1949, Nimitz Highway was completed makai of Dillingham Boulevard, becoming the main east-west corridor to Pearl Harbor.<sup>14</sup>

Around the time of their erection in 1954, buildings in the immediate vicinity of the Matson Line Warehouse grouping included a warehouse with a four-gable roof, located to the southeast of the Quonsets. The next closest structures were warehouses along Kokea Street, on lots to the west, and automobile/tractor storage and a sales showroom on lots to the east. Across Dillingham Boulevard were approximately six large buildings oriented perpendicular to the street on the site of the future Honolulu Community College. (This site was owned by the Territory of Hawaii. During World War II, the US Army used the site and erected the buildings. In 1954 the campus of the Honolulu Vocational School was located just east of the Army buildings.)

The 1950s marked a period of steadily increasing tourist traffic to Hawaii. By the mid-1950s, the Matson Navigation Company operated three hotels in Waikiki, including the Royal Hawaiian, the Moana Surfrider, and the newly completed Princess Kaiulani. By 1959, with the introduction of jet airliners and the arrival of Statehood, the tourism industry boomed. It was this same year that the Matson Navigation Company sold its Waikiki Hotels, divesting itself of all non-shipping assets. Matson hotels were sold to the Sheraton Corporation.<sup>15</sup> Although Matson continued to own the Quonset warehouses, the 1959 sale of their hotel division meant that the Quonsets were likely used to store either hotel equipment awaiting liquidation or items relating to their passenger or shipping business.

Through the 1960s, Matson's passenger business languished, while its income from shipping remained robust enough to carry the company.<sup>16</sup> In 1966 the Quonset hut lot was sold to Annie K. Wong Leong Trust, and in 1973 the lot was leased to Erwin N. Thomas, Ltd. which built the two and three story buildings of the Dillingham Trade Center building on the east portion of the lot. In 1970, Matson divested itself of the passenger fleet, selling the *Lurline*, *Monterey*, and *Mariposa* to focus on its Pacific Coast-Hawaii freight service.<sup>17</sup> A Sanborn fire insurance map dated 1975 indicates that the Matson Navigation Company continued to maintain warehouse space in the six Quonsets until at least this time.

#### Quonset Huts in the Post War Period

During World War II the Quonset hut became a visual symbol for concepts adopted as important for winning the war: speed, economy, and efficiency. These concepts were popularized in both the military and in civilian life. From as early as 1943, Stran-Steel, a major manufacturer of

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<sup>14</sup> Yoklavich, Ann. Dillingham Residences Historic American Buildings Survey No. HI-558. 2014.

<sup>15</sup> Ibid. p. 222.

<sup>16</sup> William L. Worden, *Cargoes, Matson's First Century in the Pacific*. (Honolulu: The University Press of Hawaii). 1981. P. 150-151.

<sup>17</sup> Ibid.

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Quonsets for the military, advertised their product to the construction industry as a solution for the post-war market. They expounded on their qualities as having the ability to help solve peacetime building problems, including slum clearance.<sup>18</sup>

With an estimated 12 million GIs returning to civilian life at the end of World War II and additional men and women relocating once wartime jobs ended, the end of the war brought with it a nationwide housing shortage, which only deepened as discharged GIs began to start families. By the end of 1946, an estimated 3.5 million homes were needed nationwide.<sup>19</sup> Quonset huts exscessed by the military and sold from military installations helped to alleviate the shortage. The re-purposed Quonset huts became a fixture of life in post-war Hawaii for housing, classrooms, and industrial buildings.

In Hawaii, a housing shortage was evident even before the outbreak of World War II, as civilians and military personnel moved to the islands to work in the defense industry buildup in anticipation of war.<sup>20</sup> The impact on Oahu encompassed many communities due to its numerous military installations, and the housing shortage grew worse throughout the war. In 1943, the Hawaii Housing Authority estimated that 1,000 homes would ease the shortage.<sup>21</sup> In February 1945, the number had risen over tenfold, to an estimate of over 11,000 homes.<sup>22</sup> This housing crisis continued after the war ended. In late 1945, the U.S. Department of the Navy owned over 150,000 Quonset huts that had been produced or procured during the war.<sup>23</sup> Quonsets were sold to veterans who had land to erect them on.<sup>24</sup>

In January 1946, the Hawaii Housing Authority requested that the Navy release as surplus 1,000 new Quonset huts that were never taken from their shipping crates, for World War II veterans' family housing.<sup>25</sup> The Navy released fifty-two Quonset huts that month and an additional 100 huts in February 1946.<sup>26</sup> These huts had plywood floors and the interiors were finished with wall board. In January 1946, in the Pacific area, the Navy had 4,600 20-foot wide Quonset huts that were still in their shipping crates. By mid-February, 2,700 had been issued to the Army and Marine Corps for use on Guam.<sup>27</sup> That month, there were between 1,000 and 1,500 new, crated Quonset huts in Navy storage at Iroquois Point.<sup>28</sup> In July 1946 the Navy sought bids for the sale of six Quonset huts at Makalapa. Three were two-story (40'x100') huts and three were single-story, either 40'x100' or 20'x40'.<sup>29</sup>

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<sup>18</sup> Julie Decker and Chris Chieie, *Quonset Hut, Metal Living for a Modern Age*, (New York: Princeton Architectural Press), 2005. pp. 66-68.

<sup>19</sup> Hartley E. Howe, "Stop Gap Housing," *Popular Science*, March 1946. p. 66.

<sup>20</sup> "Housing Shortage is Reported More Acute," *Honolulu Star Bulletin*, November 23, 1940. p. 3.

<sup>21</sup> "1,000 Needed to Ease Shortage," *Honolulu Star Bulletin*, June 11, 1943. p. 1.

<sup>22</sup> "11,073 Homes Needed," *Honolulu Advertiser*, February 29, 1945. p. 1.

<sup>23</sup> Naval History & Heritage Command, "Quonset Hut," website history.navy.mil/faqs/faq75 accessed on January 17, 2012.

<sup>24</sup> "Kauai to Solve Housing Shortage with Quonsets," *Honolulu Advertiser*, January 13, 1946. p. 2. "Authorities Seek 1,000 Quonsets for Vets," *Honolulu Advertiser*, January 26, 1946. p. 1. "152 Quonsets Turned Over," *Honolulu Star Bulletin*, February 14, 1946. p. 4. "100 Quonsets Released for Civilians," *Honolulu Advertiser*, February 14, 1946. p. 1.

<sup>25</sup> Gerry Burnnett, "Housing Authority Seeks 1,000 Quonset Huts for Vets Here," *Honolulu Advertiser*, January 26, 1946. p. 1.

<sup>26</sup> "100 Quonset Huts Released for Housing Here," *Honolulu Star Bulletin*, February 14, 1946. p. 4.

<sup>27</sup> Gerry Burnnett, "100 Quonset Huts Released to Aid Civilian Housing," *Honolulu Advertiser*, February 14, 1946. p. 1.

<sup>28</sup> Gerry Burnnett, "Plenty of Quonset Huts Here; Some Seem Mainland-Bound," *Honolulu Advertiser*, February 9, 1946. p. 1.

<sup>29</sup> "6 Quonset Huts On Sale By Navy," *Honolulu Advertiser*, July 23, 1946. p. 2.

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Disposal of surplus military goods after the war, including Quonset huts, was accomplished by two agencies; the War Assets Administration (WAA) was established in March 1946 to oversee disposal on the U.S. mainland, while the Surplus Property Office (SPO) of the Department of the Interior was responsible for Hawaii, Alaska, and the Caribbean territories. The SPO in Hawaii sold items through a bidding process, spot sales, auctions, or "other negotiations."<sup>30</sup> The SPO office in Hawaii was larger than any of the sixty other mainland WAA offices, reflecting Hawaii's huge World War II military preparations for a potential Japanese invasion that never occurred. At the end of World War II, Hawaii, as the staging area for the western Pacific, held millions of tons of the equipment and material that had been needed to fight the war, including Quonsets.<sup>31</sup>

Federal agencies had the first right of refusal for obtaining the surplus goods on offer, with territorial, state, and city-county governments having next choice. Veterans were then allowed to apply to purchase items and were allocated a credit of up to \$2,500.<sup>32</sup> The purchase process for veterans was straightforward. The Honolulu SPO required a 1-page form with the applicant's service branch and date of honorable discharge, the intent to use the property in their business, and the surplus property requested.<sup>33</sup> In late 1945 and early 1946, advertisements in local newspapers listed items available for sale. Bids were accepted at the SPO. Up until September 1946 the SPO was located on the grounds of Iolani Palace (in Building E). The office then moved to warehouses at the Navy's Kewalo Base Yard. Quonset huts were sold both whole and disassembled.<sup>34</sup>

During the late 1940s, there were more than forty surplus dealers operating on Oahu at different times. Due to the high volume of surplus property available on Oahu, much of the merchandise was purchased for shipment to the U.S. mainland, where the market was larger. These opportunities presented the temptation for some dealers to violate procurement regulations. At least two Oahu surplus dealers were prosecuted for using local veterans as fronts to purchase surplus property.<sup>35</sup> In 1947 all the remaining surplus located on the Big Island, Maui, Kauai, and Molokai had been disposed of.

Sales continued on the island of Oahu through the end of 1948 although the WAA determined that the cost of administering and staging the sales was greater than the value of the actual sales and suggested dumping the surplus. It was thought that dumping the property would create a public relations furor. SPO/WAA surplus sales were discontinued in Hawaii in late 1948, but the Navy and the Army continued to liquidate their holdings of excess real estate, Quonsets, and other buildings through 1950, when most disposal of surplus had concluded. After 1950 the Navy and Army did only small amounts of surplus disposal.<sup>36</sup>

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<sup>30</sup> "Sale of Goods Worth 2 Billion set for Hawaii," *Honolulu Advertiser*, September 1, 1945. p. 1.

<sup>31</sup> Gwen Sinclair, "Jeeps, Communists, and Quonset Huts: World War II Surplus Disposal in the Territory of Hawaii." *Hawaiian Journal of History*. 2016. P. 121-140.

<sup>32</sup> "Sale of Goods," *Honolulu Advertiser*, September 1, 1945. p. 1.

<sup>33</sup> "Surplus Made Easy for Veterans," *Honolulu Advertiser*, December 14, 1945. p. 8.

<sup>34</sup> Gwen Sinclair, "Jeeps, Communists, and Quonset Huts: World War II Surplus Disposal in the Territory of Hawaii." *Hawaiian Journal of History*. 2016. P. 121-140.

<sup>35</sup> Gwen Sinclair, "Jeeps, Communists, and Quonset Huts: World War II Surplus Disposal in the Territory of Hawaii." *Hawaiian Journal of History*. 2016. P. 121-140.

<sup>36</sup> Gwen Sinclair, "Jeeps, Communists, and Quonset Huts: World War II Surplus Disposal in the Territory of Hawaii." *Hawaiian Journal of History*. 2016. P. 121-140.

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On Oahu from 1946 to 1966, Frank F. Fasi, who would serve six terms as Mayor of Honolulu from 1968 to 1994, operated the Frank F. Fasi Supply Company, a contracting firm and building materials supply company. Early on, his firm specialized in re-selling surplus military property, and a large portion of Fasi's business was in surplus Quonset huts. Fasi, stationed briefly on Kauai with the Marine Corps during World War II, returned to Hawaii after his discharge in Boston in 1946, after having attained the rank of Captain. By September 1947, Fasi had bought and sold over 150 Quonset huts to "the territory, schools churches, Hawaiian Homes Commission and local builders for homes, garages, warehouses and even for school purposes."<sup>37</sup> This large volume of Quonset sales allowed Fasi to keep his costs down, stating, "we have found our delivery costs lower than anticipated and as a result our low price of \$600 for 20 x 56 Quonset has been reduced to \$350 for the Waianae area. Deliveries to other parts of the island [Oahu] have been reduced to \$500." <sup>38</sup>

For several years after World War II, Quonsets were used to fill the housing shortage on Oahu, which was partly occasioned by a lack of building materials. Even though Quonsets provided a solution to the housing shortage in Honolulu, residents of established neighborhoods were against their use, disliking their homely appearance and fearful that they would lower property values. In 1950, a Honolulu ordinance was passed to prohibit the erecting of Quonsets in residential neighborhoods, limiting them to rural housing and industrial use.<sup>39</sup>

Reluctance on the part of potential occupants to commit to a Quonset home may have been reduced by magazine articles portraying the huts as fashionable. In 1948, noted Honolulu architect Vladimir Ossipoff designed a three-bedroom home in Kaneohe using two 48' Quonset huts. A half of one of the huts was reserved for a garage and the remaining hut and a half were combined into an "attractive, unusual, and livable" home that was "an exception to the belief that a Quonset hut is not very attractive."<sup>40</sup> Ossipoff raised the Quonset home on sidewalls about 30 inches above grade to provide more vertical wall surface to better accommodate furniture.

## Criterion C

The Matson Line Warehouse Quonset huts embody the distinctive characteristics of the type and method of manufacturing used in Quonset huts during World War II. They exhibit the notable design of a prefabricated and portable, semi-cylindrical arched building, with metal framing and sheathed in corrugated metal.

The historic significance of Quonset huts as a building typology was established as early as 1977 when the huts at Camp Endicott in Rhode Island were listed on the National Register of Historic Places. Camp Endicott, a Naval Construction Battalion (CB or "Seabee") base now known as U.S. Naval Construction Battalion Center, Davisville, was the birthplace of the Quonset hut and it is named after their original construction location, Quonset Point, which is located within the Davisville base.<sup>41</sup> More than 160,000 semi-cylindrically shaped,

<sup>37</sup> "Frank F. Fasi Developing Quonset Houses at Low Cost," *Honolulu Star Bulletin*, September 18, 1947. p. 11.

<sup>38</sup> "Frank F. Fasi Developing Quonset Houses at Low Cost," *Honolulu Star Bulletin*, September 18, 1947. p. 11.

<sup>39</sup> "Quonset Menace Crackdown Bills Voted by Board." *Honolulu Star Bulletin*. May 24, 1950. P. 12.

<sup>40</sup> "A Quonset Home," *Hawaii Farm and Home*. February 1951. P. 2-5.

<sup>41</sup> David W. Chase, "National Register of Historic Places Inventory-Nomination: Camp Endicott / Davisville Construction Battalion Center," (Washington D.C.: National Park Service, US Dept. of the Interior). September 2, 1975.

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prefabricated, portable buildings were designed and produced at Davisville and shipped throughout the world. Because of its design and worldwide dispersion, the Quonset hut is considered one of the most universal structures in the world.

Quonsets were prefabricated and designed for use at advanced bases to be assembled by unskilled labor. They were developed in the early 1940s and were first manufactured in mid-1941, based on the design of the British Nissen hut of World War I.<sup>42</sup> They are found in two typical spans, 20' and 40', and were manufactured by various companies, with the Stran-Steel division of National Steel Co. producing a large number.

The smaller, 20-foot span Quonsets were built in 48-foot lengths. In late 1943, the standard plans were changed to add four-foot overhangs of corrugated roofing to the 20' x 48' hut to provide protection from rain and sun for the entries at the end bulkheads. This increased the outside length to 56 feet, but the interior space remained 48 feet long. Two years later, in 1945, it was determined that the overhangs were superfluous for Quonset huts used in northern or temperate latitudes and they were omitted on huts destined for those areas but were retained on the tropics-bound Quonset huts.

The larger 40-foot span Quonsets were built in 100-foot lengths and could occasionally be found as two joined structures forming a 40' x 200' building. A two-story version of the 100' Quonset was also built.

The Matson Line Warehouse Quonset Huts are the larger 40' x 100' type and the orientation of the corrugated panels covering is typical for that variety of the military huts. They have vertically oriented panels on the ends, and longitudinal (horizontal) oriented panels along the sides, and transverse oriented panels on the roof. Military 20' x 48' Quonset huts are seen with varying orientation of the side and roof panels. Some huts of this size built during World War II could be found with horizontally oriented ends and sides, and transverse roof panels. Other huts were built with vertical ends and transverse panels on the sides and roof.<sup>43</sup>

### **Integrity**

Although at least two of the Quonset huts were re-located to this site (it is not known which ones), the move occurred prior to the period of significance, so the relocation does not affect integrity of location. Integrity of setting is partially retained, although the surrounding urban environment is now more densely developed than when the Quonsets were moved to this location. The intact metal shells retain integrity of materials, design, and workmanship. The form and massing of the Quonset huts is intact, although some huts have been altered with added doors or ventilation features on the roofs. Integrity of feeling and association are also retained.

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<sup>42</sup> Nissen huts have an interior wood and/or metal framework covered by a corrugated metal skin. Quonset huts require no interior framing.

<sup>43</sup> J. David Rogers, "Nissen and Quonset Huts." Missouri University of Science & Technology, from website [mst.edu/~rogersda/umrcourses/ge342/quonset\\_huts\\_revised](http://mst.edu/~rogersda/umrcourses/ge342/quonset_huts_revised), accessed on March 21, 2013. Julie Decker and Chris Chieci, Quonset Hut, Metal Living for a Modern Age. (New York: Princeton Architectural Press). 2005.

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Newspaper articles on Quonset huts are available at the University of Hawaii at Manoa, Hamilton Library, Honolulu Newspapers Clippings Morgue, on microfiche in under: Navy Quonset huts and Edwin N. Thomas. Various Dates.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** .87 ac

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

- |                        |                        |
|------------------------|------------------------|
| 1. Latitude: 21.320885 | Longitude: -157.872395 |
| 2. Latitude:           | Longitude:             |
| 3. Latitude:           | Longitude:             |
| 4. Latitude:           | Longitude:             |

**Or**

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**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: Easting: Northing:

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary for this property comprises the northwestern 125' of tax map key parcel # (1) 1-5-015:008. See boundary map on page 20.

**Boundary Justification** (Explain why the boundaries were selected.)

Boundary is the historic footprint of the six Quonset huts.

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### 11. Form Prepared By

name/title: Dee Ruzicka, author (Polly Tice, editor)

organization: Mason Architects, Inc.

street & number: 119 Merchant Street, Suite 501

city or town: Honolulu state: HI zip code: 96813

e-mail: dr@masonarch.com

telephone: (808) 536-0556

date: May 2020

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### Additional Documentation

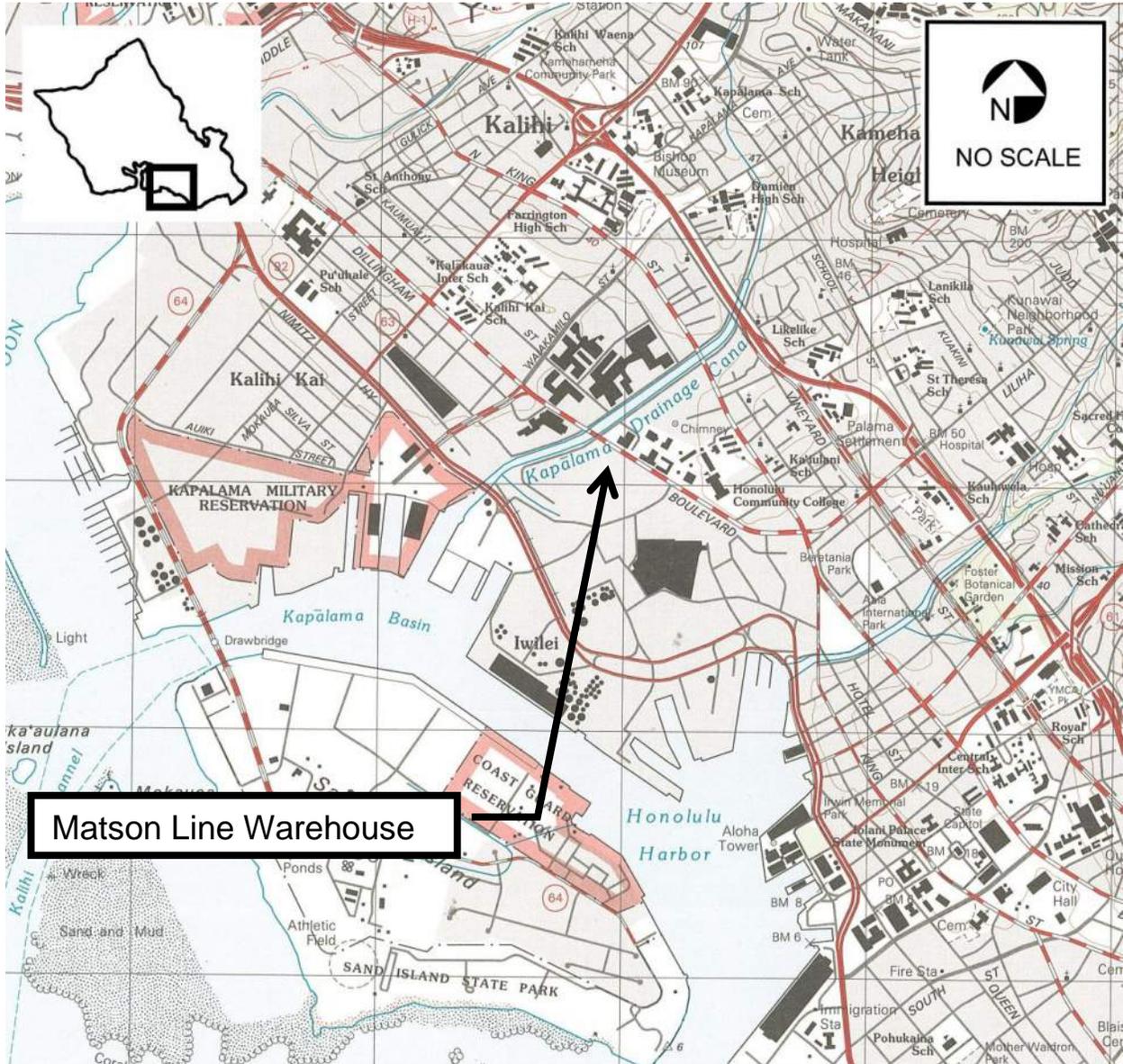
Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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### Location Map



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Boundary Map for Matson Line Warehouse Quonset huts.



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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Key Map



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## Photo Log

Name of Property: Matson Line Warehouse

City or Vicinity: Honolulu

County: Honolulu

State: Hawaii

Photographer: Dee Ruzicka

Date Photographed: April 21, 2006 (Photos 1-4), April 19, 2017 (Photos 5-8)

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0001)

Overview of Matson Line Warehouse Quonset huts, camera facing southwest. Quonset A in foreground.

Photo #2 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0002)

Overview of the Quonset huts at the rear of the Matson Line Warehouse, camera facing southwest. Right to left; Quonset D (portion), E, and F.

Photo #3 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0003)

Overview of the Quonset huts at the front of the Matson Line Warehouse, camera facing north. Left to right; Quonset C, B, and A.

Photo #4 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0004)

Detail of a portion of 2 Quonset huts at the Matson Line Warehouse showing the typical space between huts, camera facing northwest. Quonset C on left, B on right.

Photo #5 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0005)

Dillingham Boulevard context from west side of Kokea Street, camera facing southeast.

Photo #6 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0006)

Dillingham Boulevard context from east side of Kokea Street, camera facing southeast.

Photo #7 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0007)

Matson Line Warehouse Quonset huts, camera facing south southwest. Quonset A.

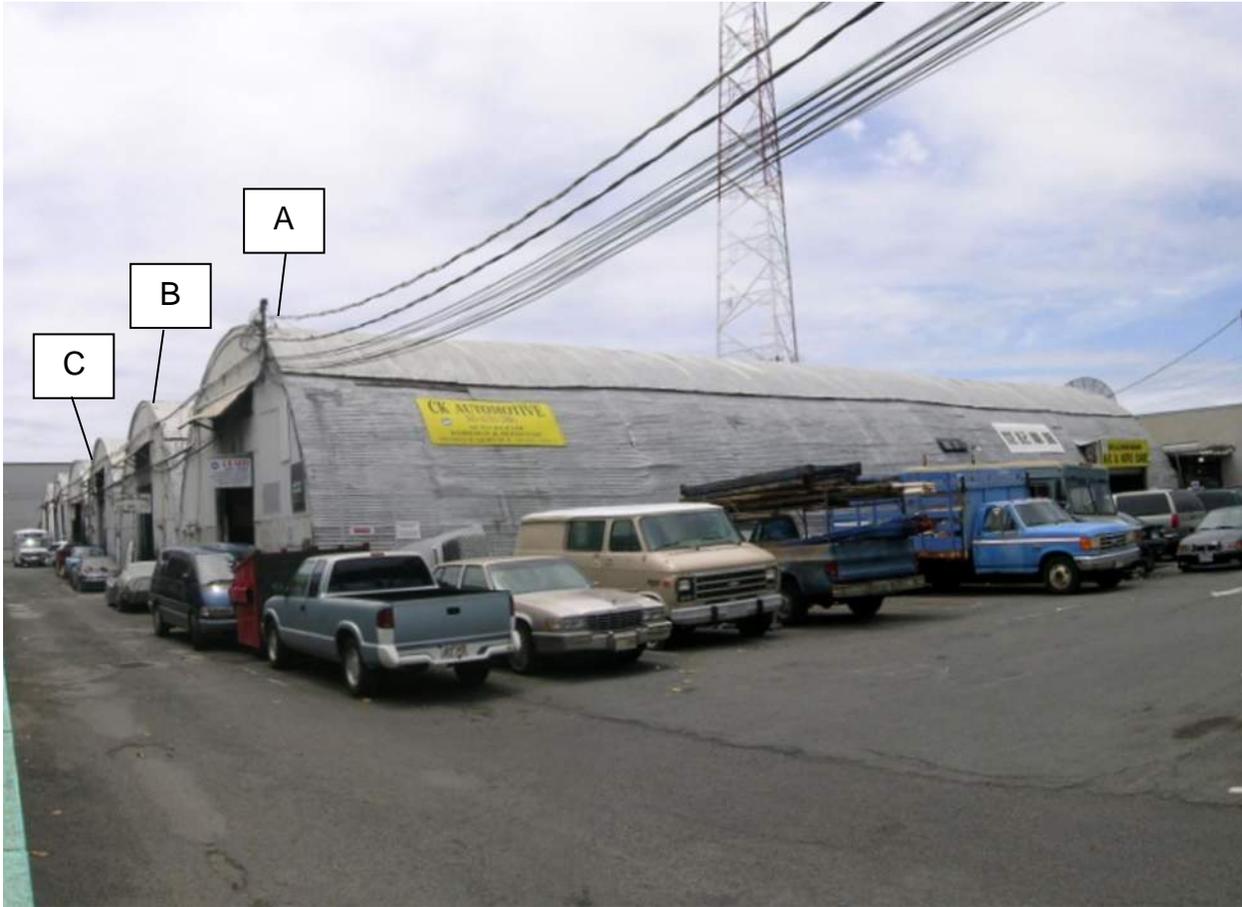
Photo #8 (HI\_HonoluluCounty\_MatsonLineWarehouse\_0008)

Dillingham Boulevard context, camera facing northwest.

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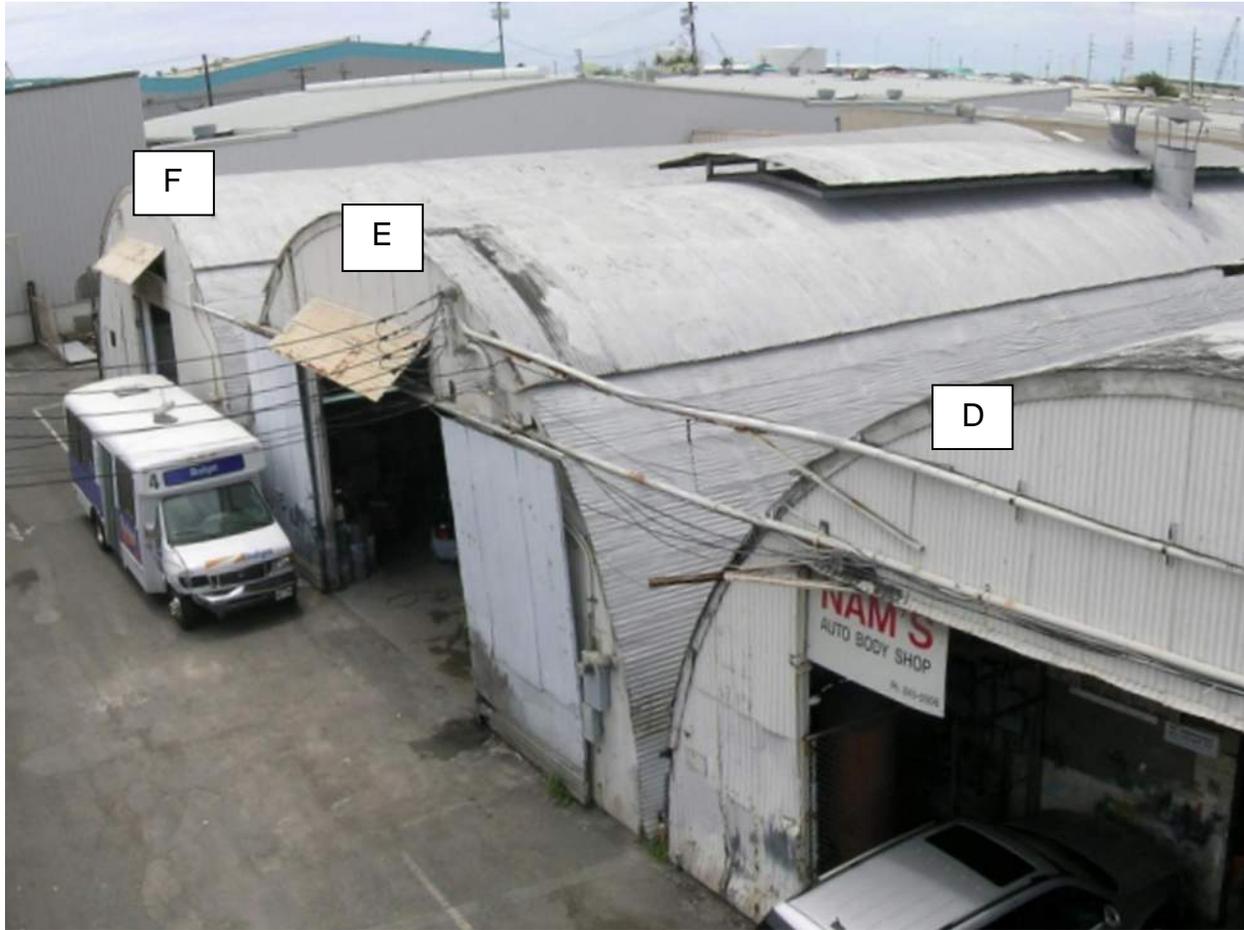
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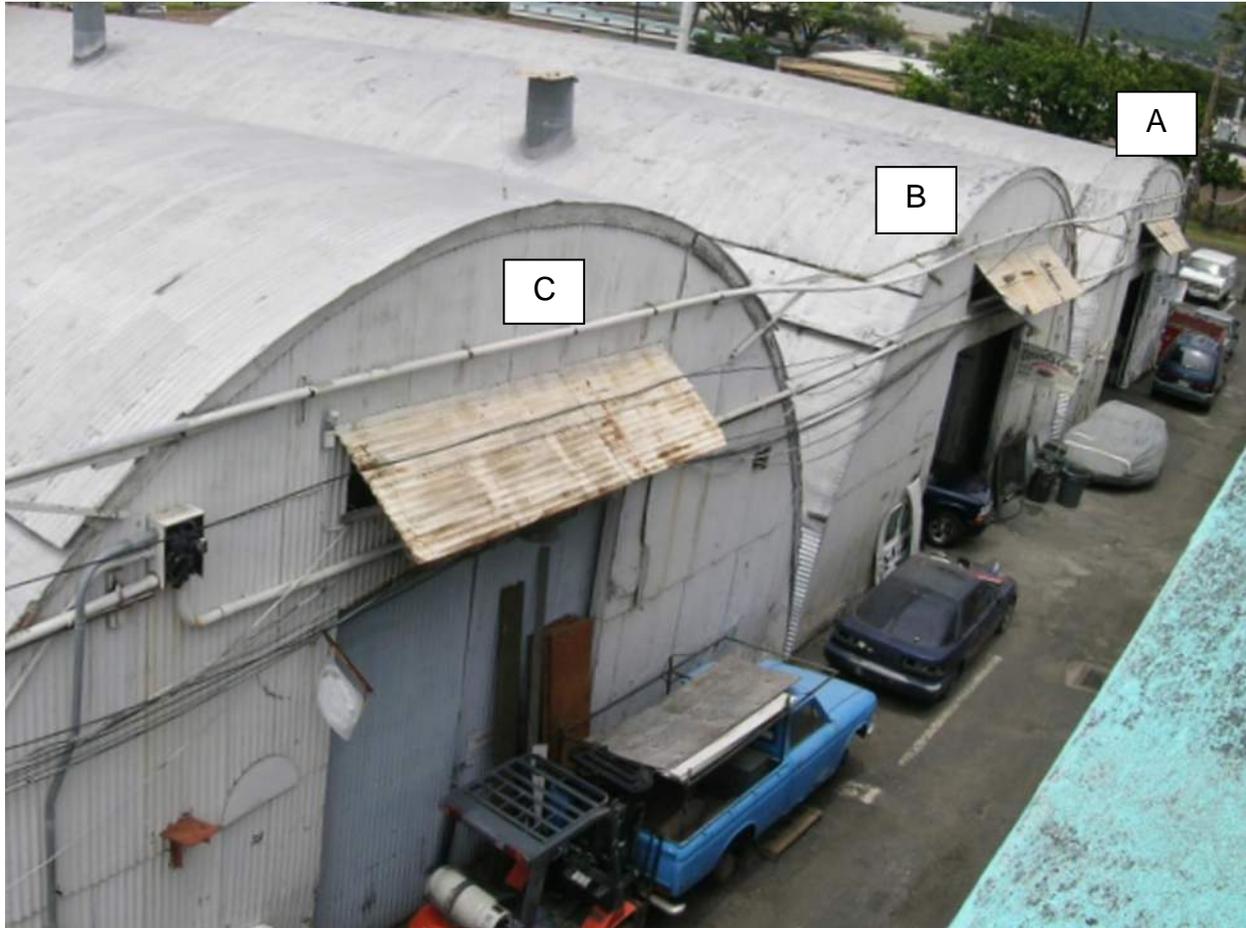
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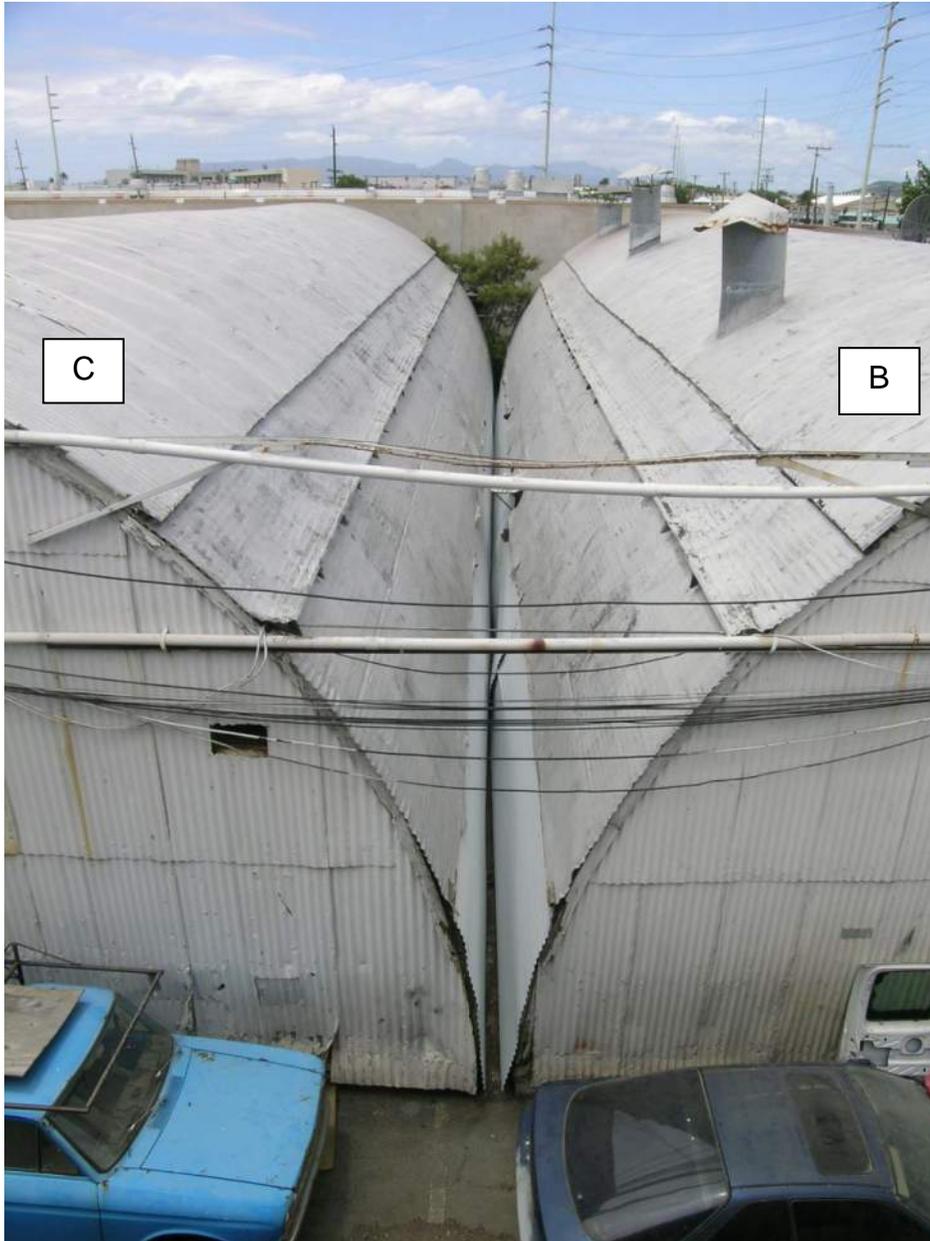
HI\_HonoluluCounty\_MatsonLineWarehouse\_0003  
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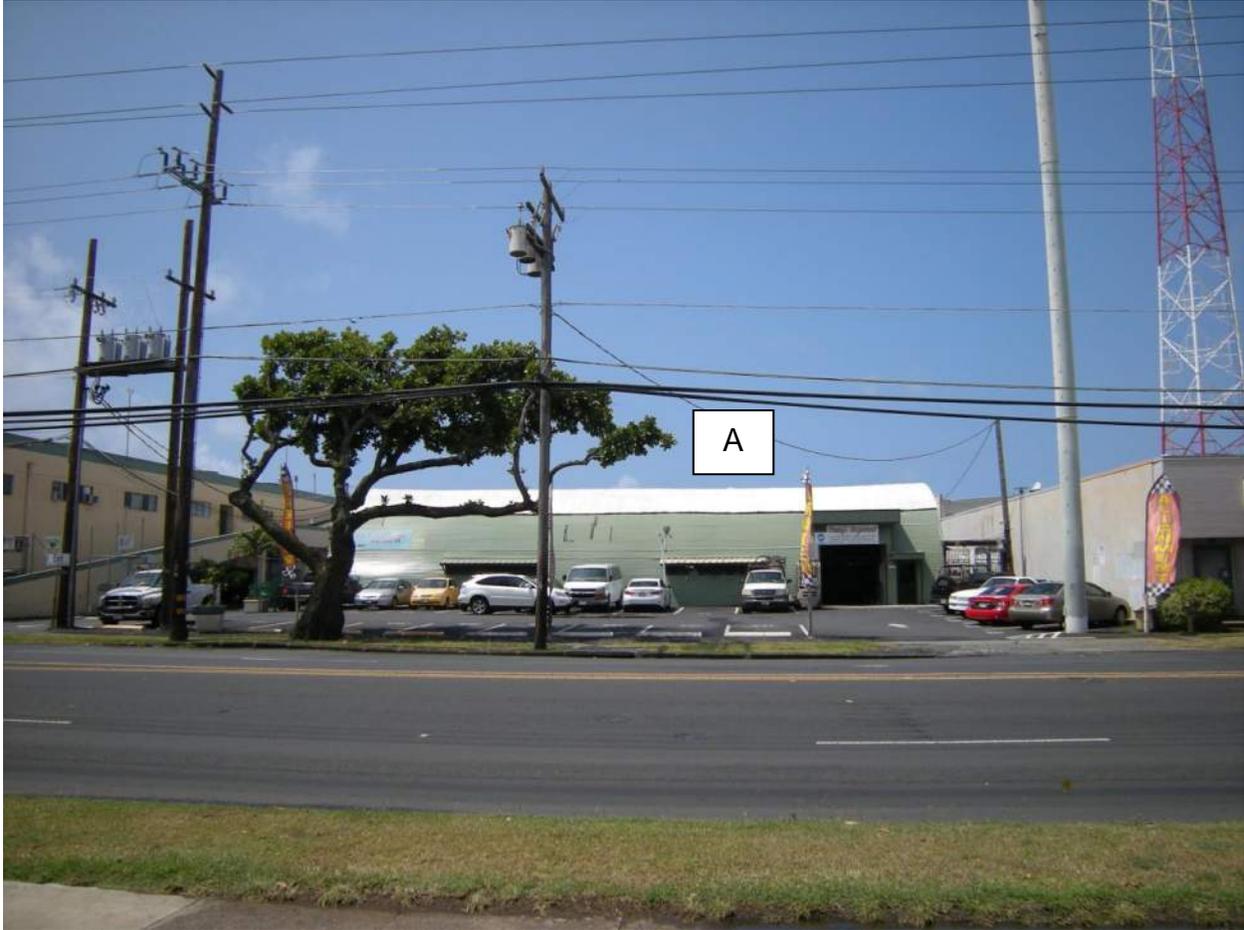
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**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.